

Appendix C

Public Hearing Transcript

INTERSTATE 10 TRAFFIC INTERCHANGE
AT TWIN PEAKS/LINDA VISTA

ADOT PROJECT NO. NH-010-D(AIW)
TRACS NO. 10 PM 236 H5838 01D

PUBLIC HEARING

November 30, 2005

6:30 P.M. to 8:00 P.M.

Twin Peaks Elementary School
7995 West Twin Peaks Road
Marana, Arizona

PROJECT TEAM MEMBERS PRESENT:

HARVEY GILL	Marana Public Works Director
MELISSA MAIEFSKI	Arizona Department of Transportation
BILL DEHN	URS
SCOTT STAPP	HDR
MIKE REUWSAAT	Town Manager, Town of Marana
DAVE PERKINS	Kimley-Horn
NANETTE PAGEAU	Kaneen Advertising
CAROL OAKS	Kaneen Advertising

ORIGINAL

REPORTED BY: FLORENCE PASTEUR, CR NO. 50300

UNITED COURT REPORTERS, INC.
Court Reporting Service
(520) 792-2600 or (800) 759-9075

CONFERENCE ROOMS:	MAILING ADDRESS:
Suite 200	P.O. Box 17507
177 North Church Avenue	Tucson, Arizona 85731

P R O C E E D I N G S

(6:30 P.M. - 7:00 P.M.)

STATEMENT SUBMITTED TO COURT REPORTER IMMEDIATELY
PRECEDING PUBLIC HEARING

STATEMENT BY MINA GOLDBERG (mina-az@earthlink.dot):

The project needs to include a noise wall immediately adjacent to the western side of the northern access road so as to prevent noise from that road impinging greatly on the residences situated on the east side of Continental Ranch north of Twin Peaks Road. Such a noise wall should be immediately adjacent to the access road and not adjacent to the residences themselves.

The feasibility study in Appendix B projects that these twenty-plus residences will experience noise increases of 13 to 16 decibels. That is a very significant increase. Moreover, Table 4-7 does not show the high measurement readings for noise behind those residences -- the only measurement shown in the table in that general area having been done west of Sunflower Ridge Road and showing a "highest reading" at

1 63 decibels, just short of a level that could require
2 remediation. The high reading in my own measuring at my
3 home shows decibels in the low 60s for ordinary truck
4 traffic and higher readings when a train passes.
5 Further, since the time the study measurements were
6 made, two lanes have been added to the I-10 to
7 accommodate increases in traffic there.

8 Lastly, truck usage of the access road
9 will be significant and noisy, will include trucks
10 transporting gravel and cement and will likely involve
11 shifting of gears, which, of course, adds to noise. The
12 study considered putting a very high wall next to the
13 residences -- which is a very bad idea. To repeat, a
14 moderate height wall next to the access road -- just on
15 the one side of that road -- would accomplish what is
16 needed to protect residents from access-road noise
17 without impairing the visual aspects of their location.
18 Bicyclists and pedestrians on the shared use path would
19 likewise benefit. I urge you to add this feature to
20 your proposal for this needed project.

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P U B L I C H E A R I N G

(7:00 P.M. - 8:18 P.M.)

HARVEY GILL: Ladies and gentlemen, could I have your attention, please. Welcome. And we'd like to get started on time. We need to be out of the building by nine o'clock, so we will make sure that we give you ample time for your comments and we get your questions answered appropriately.

At this time I would like to introduce Mike Reuwsaat, Town Manager for the Town of Marana.

MIKE REUWSAAT: Thank you, Harvey.

(Applause.)

MIKE REUWSAAT: I never use a mike. Can everybody hear me? My kids never could hear me, but now that they're grown up and a long ways away, they call home and now they hear me pretty well when I say yes, I have 50 bucks for you.

Anyway, I would like to introduce some of your council members that are here tonight. And if you're here, would you please stand.

MIKE REUWSAAT: Council Member Patti Comerford.

(Applause.)

MIKE REUWSAAT: Council Member Carol

1 McGorray.

2 (Applause.)

3 MIKE REUWSAAT: Council Member Jim Blake.

4 (Applause.)

5 MIKE REUWSAAT: And let's see. Is that
6 it here? It's almost a quorum. We did post it.
7 Because we might have had a full council meeting
8 tonight.

9 I have been told that it's important to
10 get this meeting over quicker so we can build the
11 interchange. Is that right?

12 (Applause.)

13 MIKE REUWSAAT: Okay. So the first thing
14 I want to say is thank you for taking your time out this
15 evening, coming to Twin Peaks here, finding a parking
16 spot and spending a short meeting with us as we move
17 forward with this project, one that we think is very
18 needed in this area and will do a lot to relieve
19 congestion on Cortaro and Ina.

20 So with that, I'm going to keep it short.
21 And we really appreciate your being here. And, Harvey,
22 thank you.

23 HARVEY GILL: Thanks, Mike.

24 I would like to recognize two people from
25 my staff here tonight: Gilbert Davidson. He's the

1 Assistant Town Manager. Gilbert. Okay.

2 (Applause.)

3 HARVEY GILL: And Mr. Jim DeGrood, who is
4 also the Assistant Town Manager.

5 (Applause.)

6 HARVEY GILL: And again, welcome. My name
7 is Harvey Gill. I'm the Director of Public Works for
8 the Town of Marana. And it's absolutely a pleasure to
9 be here tonight.

10 This meeting tonight for the EA for the
11 Twin Peaks/Linda Vista TI marks a major milestone in the
12 development of this project.

13 I'd like to take just a few minutes, if I
14 could, to recognize some team members that have been
15 absolutely instrumental in getting this project to where
16 it is today.

17 Laurel Parker. Where is Laurel?

18 (Applause.)

19 HARVEY GILL: She's with the District
20 Office, ADOT.

21 Steve Thomas.

22 (Applause.)

23 HARVEY GILL: Steve is with FHWA,
24 Environmental Section.

25 And Melissa Maiefski, ADOT Environmental,

1 Tucson.

2 (Applause.)

3 HARVEY GILL: The URS team, I've got a
4 couple of members I want to mention their names, if
5 you'll raise your hand. They have been instrumental in
6 getting the project where it is today. Bill Dehn.

7 (Applause.)

8 HARVEY GILL: Bill is the project manager
9 for URS. He heads the entire team.

10 Scott Stapp.

11 (Applause.)

12 HARVEY GILL: Scott's major
13 responsibility was for the EA, which is what we're here
14 for tonight.

15 Eric Simpson.

16 (Applause.)

17 HARVEY GILL: Eric. Eric's major
18 responsibility will be the actual design after we get
19 through the public hearing tonight.

20 Dave Perkins.

21 (Applause.)

22 HARVEY GILL: Dave Perkins works for
23 Kimley-Horn. They were a sub for URS. And Dave's major
24 responsibility was for the design concept report for the
25 project.

1 And then lastly on URS's team was Nanette
2 Pageau.

3 (Applause.)

4 HARVEY GILL: Nanette is with the firm of
5 Kaneen Advertising and she was responsible for the PR
6 work for the project.

7 If I can get the electronics right.

8 (Overhead slide presentation.)

9 This particular project is a coordination
10 between the Town of Marana, the Federal Highway
11 Administration and ADOT, with the Town of Marana taking
12 the lead on the project.

13 And with that, I'd like to turn the
14 meeting over to Melissa, please. Thank you.

15 (Applause.)

16 MELISSA MAIEFSKI: Hi. I'll try to keep
17 it real brief. I want to just take care of some of the
18 housekeeping types of items.

19 If anybody is interested, the restrooms
20 are right out the door over here. We also have some
21 snacks and beverages over here.

22 As Harvey had mentioned, my name is
23 Melissa Maiefski. I work with ADOT. I've been there
24 for nine years doing environmental compliance work for
25 the agency. And I oversaw the environmental compliance

1 for this project.

2 Tonight I'm going to briefly go over the
3 format of the hearing that we're going to have. I'm
4 going to cover some of the materials that we have here
5 for you and also discuss the purpose of the meeting.

6 I'm sure most of you are quite aware of
7 what the proposed project is: It's to construct a new
8 traffic interchange on I-10 to connect basically Linda
9 Vista Road on the east side of the highway to Twin Peaks
10 on the west. That's the general gist of the project.

11 We're having a hearing this evening as
12 opposed to a meeting, because it's part of the
13 environmental compliance process. And we have a court
14 reporter here that's recording all of the information
15 that we give you this evening and also your comments.

16 Just to briefly go over some of the
17 material that we have: Right by the door as you came
18 in, there was a sign-in sheet and we ask that you sign
19 it. It's voluntary, but it does help us keep a more
20 accurate record of who showed up and how many people we
21 had in attendance. So if you haven't signed in, and
22 you're willing to do so, please do so. It's by the
23 front door.

24 We also have a handout sheet, that's this
25 one right here. It's purple. It gives some information

1 about the project, some of the information as to what
2 the project is and what we have already done so far and
3 where we're going from this point.

4 We also have our comment sheet, and the
5 comment sheet is this green one. We ask with the
6 comment sheet, if you want to submit any written
7 comments, this would be the perfect form for you to use.
8 You can turn these in at the box by the door at the
9 front before you leave this evening, or if you prefer to
10 take it home and send it back, we just ask that you have
11 it postmarked by December 15th so it becomes part of the
12 record.

13 Now, we also have something this evening
14 that are question cards. And this is a little bit
15 different. The intent of the question cards is if you
16 have any questions that you would like to have answered
17 as part of this meeting, we ask that you put the
18 questions onto these cards. We've got more at the
19 front. If anybody needs a card that doesn't have one,
20 just put up your hand and somebody will bring one right
21 to you with pencils or whatever. And then just, if you
22 have one that's filled out and you want to turn it back
23 in, just hold it up and one of the team members will
24 come and get it for you.

25 And then what we're going to do is after

1 the formal presentation part is finished where we talk
2 more about the project and the environmental that was
3 done, we'll go through and we'll answer the questions
4 that were put on these cards.

5 Now, the intent of this is that for the
6 meeting we want to get as much of the information that
7 is given tonight into the public record, and if we can
8 record your questions and give your responses in this
9 format, it really helps us to capture a lot more
10 information than if we answer questions one on one
11 throughout the room. And also, in addition, it ensures
12 that the person that's most qualified to give you the
13 answer to your question is the person that gives it to
14 you. And it also ensures some consistency.

15 So, please, again, if you've got any
16 questions and if you don't have any cards, put up your
17 hand. We'll be more than happy to bring one over to
18 you. We'll pick them up. I know we've already got a
19 few already.

20 Also, there's a signup sheet for speakers.
21 I'm not sure if everybody heard about that or knows
22 where it is. We've got a signup sheet right over at the
23 little table by the front door. If anybody is
24 interested in giving a response to the audience with
25 their comments for the project, you can catch a team

1 member with a badge. Just raise your hand if you don't
2 want to get up from your seat. We can bring the signup
3 sheet to you and you can sign up or you can come right
4 over here and sign up.

5 And what we're going to do is, after the
6 presentation is finished, after we have finished talking
7 about the project, we're going to then come up and
8 answer all the questions on the question cards and we'll
9 follow that by the point where the people in the
10 audience can come up and address the audience with their
11 comments for the project.

12 Now, as I kind of rushed through real
13 quickly: We basically have four ways in which you can
14 submit comments this evening. We have got the comment
15 sheets that were the green ones; we also have our
16 question cards; we also have, if you want to come up in
17 front of the audience and give a response back to the
18 audience, you can do it that way. And the fourth way is
19 when our presentation is finished, the team members will
20 still be around in the room. You can mill around, you
21 can ask any of those questions or get some information
22 from us or you can look at the displays, or you can come
23 up front and meet with our court reporter one on one.
24 And she will be more than happy to record any comments
25 that you have that you want to have put into the

1 record.

2 And also, as a note, if you have any
3 questions and you forgot your glasses or hurt your hand
4 or whatever and you don't want to write them out, just
5 catch one of us. We'll write it down for you and we'll
6 record it, as well.

7 Let's see. Up on the screen right now is
8 basically -- I'm not going to read it to you. I am sure
9 you can all see what it says. This is kind of the
10 information that we are going to cover this evening. So
11 we'll have speakers coming up after me that will cover
12 things like the purpose and need of the project, and go
13 over the environmental and what we had found during our
14 environmental investigation.

15 I think... As I mentioned before, as soon
16 as the meeting is over, we'll still be around. You can
17 come around and look at the displays or ask questions or
18 come up and talk to the court reporter. But that's all
19 I had to cover. Just kind of a little bit of
20 housekeeping information.

21 The next person that's going to come up is
22 Bill Dehn from URS and he's going to talk about the
23 project history, some of the purpose and need
24 information for the project, and give some information
25 about the alternatives considered. Thanks.

1 (Applause.)

2 BILL DEHN: Thanks, Melissa, and thanks,
3 everybody for coming tonight.

4 (Overhead slide presentation.)

5 Most of you, most of you are aware that --
6 I think we missed one. This project has been around for
7 a long time. A lot of you have probably heard about it
8 over the years. It was first identified in the
9 Continental Ranch Specific Plan back in 1988.

10 It was further identified in a Marana
11 Master Transportation Plan in 1989. And then ADOT back
12 in 1990 did a study along I-10 where they evaluated all
13 the operations on I-10 and then potentially an
14 interchange at the Twin Peaks/Linda Vista.

15 ADOT's plan was the most specific. It was
16 part of a plan that went all the way from I-10/I-19 all
17 the way up to Tangerine Road. The study provided a
18 conceptual location for the interchange which was about
19 halfway between Cortaro and Avra Valley Road. Basically
20 what the plan showed was just a snapshot of the
21 interchange, but didn't really identify where it was
22 going to tie down on each side, just basically a
23 location, a concept.

24 As part of that concept and that study,
25 they did an environmental assessment and design concept

1 report, and the study included what we call a change of
2 access report. Any time you add ramps or remove ramps
3 from a freeway facility, you have to go to the Federal
4 Highway Administration to obtain -- you have to obtain
5 permission to do that. And that was done back in the
6 1990 report, and the change of access was approved at
7 that time.

8 The need of the project is very well, very
9 well documented. The congestion at Cortaro has been
10 very difficult to deal with and also the congestion on
11 Silverbell. This project will give relief to Cortaro
12 Road by allowing people in Continental Ranch to make
13 their way out to I-10 and avoid the whole Cortaro
14 interchange overall.

15 Stormwater on I-10 has been identified as
16 a potential concern. In a very extreme event -- the
17 water shed extends almost 14 miles to the north of the
18 railroad, and in an extreme event the water can actually
19 come down over the top of the railroad and over the top
20 of I-10. So the project needed to address that as a
21 purpose need.

22 There's also design deficiencies along
23 I-10. They're mostly related to the frontage roads.
24 Frontage roads on each side of I-10 have very narrow
25 shoulders, there's obstructions, there's hazards that

1 need to be corrected as part of the project.

2 Anytime you have a railroad and a road
3 cross at the same elevation or at grade crossing there's
4 always a potential for accidents there, as well. And
5 the project needed to identify -- needed to evaluate
6 what could be done with the existing at-grade crossing
7 at Camino de Manana and the Union Pacific Railroad.

8 The project also needs to address the
9 system connectivity between the west side of the Santa
10 Cruz River and the east side. There's very few ways
11 across, as we all know. We've got Cortaro Road, but the
12 next actual really useable point is all the way up at
13 Tangerine Road. So that's quite a distance in there.
14 So the project needed to address the connectivity
15 east-west through the area.

16 It also provides a path for bikes and
17 pedestrians. As we know, Cortaro is a fairly tough spot
18 to get through if you're walking or riding a bicycle.

19 Let's talk about the alternatives
20 considered. The first time we met on this project was
21 in October of 2003 and we basically came to this area --
22 I think we were at the Sunflower Clubhouse, across the
23 street -- and we came in with blank aerials, just
24 basically aerial maps, saying we know we need to put an
25 interchange in here somewhere. What does the community

1 think about a location for it?

2 Most of them realized that it should come
3 off the Twin Peaks alignment and connect to Linda Vista.
4 And we also had some discussion about possibly moving it
5 further to the north. That was dismissed, however,
6 because of the interchange spacing. We wanted to be
7 about halfway between Cortaro and Avra Valley to
8 maximize traffic operations on I-10. And also we
9 couldn't make the connection to Twin Peaks Road, which
10 is the logical connection on the west side of the
11 freeway.

12 After we evaluated that, we started to
13 look at what type of interchange would we want to
14 construct at this location. We considered really three
15 viable concepts, one being a roundabout. A roundabout
16 interchange would have a grade separation between I-10
17 and Twin Peaks and then, like, a traffic circle at the
18 ramp terminals. And because of the proximity of the
19 railroad and the way those operate, we dismissed that.

20 The second alternative that we looked at
21 on configurations was what we call a SPUI, which is a
22 single-point urban interchange. The best example of
23 that in Tucson is the Valencia/I-19 interchange where
24 you're up on a platform and the traffic movement is on
25 top of the bridge. Because of the railroad and the

1 frontage road -- because at Valencia you don't have
2 frontage roads that proceed through the interchange --
3 we dismissed that because they operate -- they don't
4 operate nearly as well.

5 The third type was a tight diamond, and
6 that was our selected alternative. And tight diamonds
7 are what you see generally on I-10 all the way through
8 here; Miracle Mile being probably the closest example to
9 what we're looking at here at Twin Peaks.

10 The next step in the evaluation was
11 alternative designs looking at over versus under. And
12 that's the over versus under on I-10. We looked at, we
13 looked at the possibility of taking Twin Peaks Road
14 under I-10, under the railroad, similar to the Orange
15 Grove interchange. And for a variety of reasons --
16 engineering studies, we developed profiles for both
17 alternatives, evaluated costs, we evaluated maintenance,
18 lighting, we evaluated the concern of having a big hole
19 there so close to the Santa Cruz River, we would have to
20 pump it out every time that it rains. And I think we
21 all know that Orange Grove at times doesn't function
22 very well. Based on a lot of considerations, we
23 dismissed the under option and decided to go over.

24 Once we had developed that concept and
25 agreed that it was going to be an over, we developed

1 three alternative alignments. And when we came to you
2 in March of 2004, we had a meeting in this room where we
3 presented the three alternatives, and we had not -- at
4 that point had not made a recommendation for a preferred
5 alternative; only options.

6 At that meeting, and based on the input
7 that we got from the folks here and the engineering and
8 economic considerations, as well as environmental, it
9 was determined that the center alternative was our
10 preferred. The three alternatives you can see over on
11 the wall there, if anyone is interested. Those are the
12 three that we brought to you last year at the public
13 meeting.

14 Once we settled on the center alternative
15 as being our recommended alternative, we then have
16 advanced the project into that alternative and a
17 no-build alternative, into the environmental assessment
18 stage, which Scott Stapp will talk about here in a
19 minute.

20 I'll just describe quickly the features of
21 the proposed interchange as you see on the three
22 displays. For your information, all three displays --
23 we have one here behind the board, as well -- all three
24 displays are the same, and the project team is just
25 basically working at any of those three stations to

1 answer any of your questions.

2 The main features of the project include a
3 four-lane Twin Peaks Road extension. So the road will
4 come out of Continental Ranch, proceed over the river.
5 There will be dual bridges on the river, one for
6 eastbound, one for westbound. Come up over the river,
7 and as it approaches I-10, then it will elevate, go over
8 I-10, also over the railroad, and then touch down on the
9 east side of the railroad near the existing intersection
10 of Linda Vista and Camino de Manana. This will improve
11 the -- this will provide the connectivity east and west
12 and provide -- accommodate the projected traffic flows
13 that we need.

14 As part of this project too we will be
15 changing the frontage roads along I-10 to one-way
16 frontage roads. Currently the frontage road on the east
17 side of I-10 along the railroad is already a one-way
18 frontage road and only runs westbound, but the frontage
19 road on the west side of I-10 is a two-way frontage
20 road. That will be converted to a one-way frontage
21 road. That's consistent with providing a more safe
22 facility, it's also consistent with ADOT's long range
23 plans of having one-way frontage roads along I-10 all
24 the way from Tangerine Road down to 29th Street.

25 The project also incorporates future

1 widening of I-10. ADOT had done a study back in 1990.
2 This project will be consistent with that and will
3 provide the vertical clearance and everything that --
4 everything we need to be compatible with that design.

5 It also includes an access road behind the
6 existing businesses there along Twin Peaks -- along
7 I-10. I'm sorry. It's displaced to the back and
8 intersects the frontage road for both north and south of
9 the Twin Peaks interchange.

10 The project will also improve the drainage
11 on I-10. It will not only include culverts under I-10,
12 but includes defined outlet channels that will get the
13 water from the freeway over to the river. And you can
14 see those on the displays.

15 It also includes six new traffic signals.
16 Because of the traffic requirements and the additional
17 traffic within Continental Ranch, a signal will be
18 provided at Silverbell and Twin Peaks Road, Coachline
19 and Twin Peaks Road, and then at the access road and
20 Twin Peaks Road. There will be signals at the frontage
21 roads intersections, where the ramps come off of I-10
22 and go through the interchange. We'll have signals at
23 both of those locations and then also at the
24 intersection of Camino de Manana and Linda Vista.

25 And then as part of the project as well,

1 we will be removing the existing at-grade railroad
2 crossing, and so we'll have a connection then over the
3 railroad, so when trains come we won't be stopped like
4 we are at Cortaro and some other locations.

5 Well, that describes the -- that describes
6 the alternatives that we considered and what our
7 preferred alternative was, and now I'd like to have
8 Scott Stapp come up and talk about the environmental
9 evaluation process.

10 SCOTT STAPP: I'm trying to figure out if
11 I need my glasses or not. I think I do.

12 (Overhead slide presentation.)

13 In any event, the public involvement, the
14 public outreach programs that we put in place for this
15 project have been relatively extensive. We've started
16 with partnering sessions with some of the other
17 agencies, we've done formal agency scoping meetings,
18 we've had -- as a result of those, we've formed special
19 environmental working groups that have been considering
20 issues all through the project development, we've formed
21 a technical advisory committee that consists of a number
22 of the scoping agencies, and they again have met
23 throughout the course of the project. And, in fact,
24 they have also reviewed a great number of the
25 preliminary reports that have gone into the project up

1 to this point.

2 And then we've met with an awful lot of
3 folks out here. We've met with the property owners, the
4 business owners starting back in August of '03 actually.
5 And then going all the way through just a few weeks ago,
6 we continued to keep the business owners involved with
7 what was going on. And then the public meetings that
8 have been open to the general public starting in October
9 of '03. And in March of '04, as Bill mentioned, we had
10 the alternatives for folks to look at. And then
11 tonight's public hearing is kind of a culmination of all
12 that.

13 What I'm going to be doing this evening is
14 I'm not going to be -- and I'm sure you're going to
15 appreciate this -- I'm not going to be reading you the
16 EA word for word, because if you have looked at it, it's
17 a pretty hefty document. But what I am going to be
18 doing is hitting some of the major findings of the EA
19 and some of the things that I think that people are most
20 interested in. And after seeing some of the comments,
21 I'm sure people are most interested in.

22 So what I am encouraging people to do is:
23 Go back, read the EA. I know there's a lot of stuff,
24 it's probably a lot more than you want to know, but then
25 on the other hand, there's a lot of information for

1 you. If I don't cover something completely, you can be
2 sure that it will be in there.

3 But, in any event, as far as
4 socioeconomics, land use type issues, we are proposing
5 to acquire an additional 72 acres of right-of-way. Most
6 of that would be private. There would be some public
7 land in there, as well. And 11 commercial properties,
8 which amount to about 13 acres would be either full or
9 partial takes. Those acquisitions are shown in this
10 diagram. And, as you can see, with the exception of the
11 footprint of the bridge and the roadway, most of that is
12 related to this industrial area on the west side of
13 I-10. And in fact, some areas are hit relatively hard.
14 We were anticipating that some of those parcels, we'd
15 take enough of that property to where the remaining
16 amount of the parcel would not be commercially viable,
17 so we're proposing those as complete takes, as full
18 takes. But those are subject to negotiations with the
19 property owners.

20 Water resources are a very important part
21 of this project. Obviously we are constructing a couple
22 of twin bridges across the Santa Cruz River. We're
23 constructing inside the Santa Cruz River floodplain, and
24 that's a very important thing. Because basically, with
25 the fill that we were putting in for the embankments for

1 the bridge itself, if we didn't do anything else, that
2 would cause the water levels to rise to where
3 Continental Ranch could get flooded. So obviously we
4 don't want that to happen. So as a result, what we are
5 proposing is to give additional storage within the Santa
6 Cruz River by widening the low flow channel, so that
7 will counterbalance that and, as a result, the base
8 flood elevations will not increase in this area. As
9 Bill mentioned, improved drainages will result from the
10 project.

11 And in addition we know that an individual
12 Clean Water Act Section 404 permit will be required, not
13 only for the bridge and all the work down inside the
14 river, but also for the washes that we'll be disturbing
15 on the east side of I-10 in connecting up Twin Peaks
16 Road to Camino de Manana and Linda Vista.

17 As far as biological resources go:
18 Vegetation will be removed, both within the river
19 channel and, again, in some of the upland shrub areas
20 out on Linda Vista. What we propose to do as far as
21 mitigating that though is to develop a revegetation plan
22 to where the plants that we remove, if they're of
23 sufficient size, what we'll be doing is replacing them
24 with the same species at about a three to one ratio,
25 which means that the habitat that results after the

1 project should be improved over what's there right now.

2 We did look at threatened and endangered
3 species. In the area six species were evaluated. Two of
4 those, two bird species, the yellow billed cuckoo and
5 the cactus ferruginous pygmy owl were determined to be
6 affected. We did a biological evaluation on that, and
7 as a result of that, the U.S. Fish and Wildlife Service
8 has agreed that basically we could affect those two
9 species, but we're not likely to adversely affect those
10 species.

11 One of the things that I need to mention I
12 think at this point is what a large area we actually
13 looked at as far as the environmental document goes.
14 Obviously, most of the work is going to take place right
15 around I-10. But some of the impacts of that work could
16 be felt great distances from that. So as a result, our
17 environmental studies went all the way up to Avra Valley
18 on the north, went down to Cortaro on the south, on the
19 west side it went to Silverbell, and on the east side we
20 took it all the way to Thornydale. The reason we did
21 that is because we anticipated that because of this
22 interchange, traffic on Linda Vista would be increased
23 and, as a result, we should have to look at that. So we
24 did. And traffic noise was one of the things that we
25 looked at for that entire period.

1 And since there were a number of questions
2 turned in to that, hopefully I can address a number of
3 those right now. According to ADOT procedures and
4 policies, there's two different things you look at for
5 traffic noise: One is the levels at which the
6 noise is at, which basically there's an action level
7 called the noise abatement criteria. And for ADOT
8 projects that's 64 decibels. There's another criteria
9 that you also look at and that is what happens to the
10 project -- what happens to the area as a result of the
11 project. In other words, look at it now, look at it
12 20 years from now. And again, that is what the sound
13 study is based on, is basically conditions 20 years in
14 the future. And based on that, how much will that
15 sound -- will those sound levels go up. According to
16 ADOT policy, if they go up 15 decibels, then you have to
17 consider mitigation.

18 So we've got two triggers basically for
19 mitigation: one is reaching 64 and, two is looking at
20 the 15 decibel increase. I'll talk about those two
21 areas. And in fact I'll show you what we are proposing.

22 But the other thing that we noticed in
23 doing the study was that the sound level, the actual
24 traffic noise levels along the existing Twin Peaks Road
25 was a little bit louder than we really thought it would

1 be. And we attributed that to the condition of the
2 roadway in that area. So as a result of that, the Town
3 of Marana is committed to basically resurfacing the
4 entire Twin Peaks Road, all the way from Silverbell back
5 to where the bridge starts with rubberized asphalt. And
6 in projects that ADOT has used that, we're basically
7 looking at probably about a 4 decibel reduction in noise
8 levels. The Federal Highway is not participating in the
9 funding of that, but the Town of Marana has committed to
10 doing that anyway.

11 If you will look at the areas, we did look
12 at, as you can tell, a number of locations along Twin
13 Peaks Road. Let's just talk about the west side for
14 now. What we found was in the 20-year situation -- in
15 other words, 20 years from now -- obviously traffic is
16 going to increase as a result of this project. In fact,
17 if you take an area back here, kind of on the east side
18 of Coachline, during the peak traffic hours, traffic
19 values or traffic volumes would go up from about 100
20 vehicles per hour now to about 2500 vehicles per hour in
21 the future as a result of the project. So obviously
22 that's going to impact the way things work.

23 So we basically modeled the noise 20 years
24 in the future and we looked at how that would affect
25 residences along the area. What we found was that the

1 existing privacy walls along Twin Peaks Road, which in
2 most areas are about 6 1/2 feet tall, will do a very
3 good job at mitigating traffic noise on their own. So
4 basically in this area the levels did not increase to,
5 you know, 15 decibels, as was one of the criteria, and
6 they don't even come close to the 64 decibels. Now,
7 down closer to the east side of Continental Ranch the
8 levels go up dramatically. And, in fact, a lot of the
9 homes in this area, especially on the far side --
10 because again, there's no traffic there now -- will see
11 increases up to 15 decibels along that east side of the
12 development. However, even though it's going up 15
13 decibels, it still, in none of these places, comes close
14 to reaching the 64 decibel criteria.

15 But what we are proposing is noise
16 mitigation in that area. We looked at both the south
17 side and the north side, as far as placing noise walls
18 up there. But because of the fact that the road kind of
19 tapers off here to the south a little bit, these folks
20 are exposed to a little bit more noise than the folks on
21 the north side, and we can't really protect the north
22 side with walls very well.

23 What we did find is there's a little short
24 section of, like, 4 1/2 foot wall, for some reason, in
25 this area, which we are proposing to increase to 6 1/2

1 to match all the others, and that will take care of
2 those folks.

3 Now, back along this side, to do
4 mitigation with a wall, what you have to do is you have
5 to make it an effective wall. So what we have to show
6 is that we can get a 5 decibel decrease with the
7 production of a wall. To get a 5 decibel decrease on
8 this side at those homes, what we're talking about is an
9 extremely tall wall. The wall that would be required on
10 this area would be 17 feet in height. To put that in
11 perspective: If you go down I-19 now, south of the
12 I-10/I-19 interchange, a few months ago, there was a
13 noise wall put in on the east side of I-19 just north of
14 Ajo. In fact, I did that work. But that is a 17 foot
15 wall. So you can go by and look at it and you can tell
16 what that is. Now, obviously a 17 foot wall is going to
17 change the way these folks look at the world. I mean,
18 looking over at the mountain views to the other side
19 would be impossible. And also it's going to affect even
20 light penetration when the sun comes up in the morning.

21 So what we are doing at this point in time
22 is saying we intend to construct that wall, unless the
23 people affected by it tell us they don't want it. Okay?
24 And that's also one of the purposes of this meeting, is
25 to get out that information. Now, if folks aren't here

1 tonight that are affected by that, that's okay, because
2 they'll have other chances. We will come as a part of
3 design and we will be talking to individuals about that
4 process.

5 The other area -- and I mentioned that we
6 took this study all the way up to Thornydale -- the
7 other area it turns out that noise mitigation is
8 warranted is up on Linda Vista Boulevard way beyond,
9 east of Hartman Road. There's a subdivision up in here.
10 Basically the levels up there are relatively high now.
11 By the time we increase traffic those levels are
12 reaching the 64 criteria, where we have to consider
13 noise mitigation.

14 So we are proposing mitigation in a number
15 of areas up here. Most of these walls are from 9 1/2 to
16 12 feet, with the exception of this area in here where,
17 because the homes are set down kind of in a hole next to
18 the roadway, only a 5 1/2 foot tall wall is needed
19 there. Again, we are proposing to do that, until we
20 hear from the neighbors and they tell us they don't want
21 it.

22 There were several areas where walls are
23 actually warranted where we have basically decided not
24 to do that at this point. But, again depending on
25 input. There's a few homes down in this area that were

1 constructed very recently with wrought-iron along the
2 east side so that they have mountain views. We figured
3 that was done for a reason. And we propose to not
4 construct walls in there. But again, depending on the
5 response we get, we could.

6 Also there's a community area pool in this
7 area, same thing, with a wrought-iron along the east
8 side, for the same reason, for views. And then there's
9 another area at Arthur Pack, which I'll talk about just
10 a little bit later.

11 As far as cultural resources,
12 archeological sites, that type of thing, there were
13 eight sites in the study area that were eligible for the
14 National Register of Historic Places. There were five
15 actually within the project area, the area that could
16 conceivably be affected by construction. However, we
17 managed to avoid three of those sites and only two would
18 actually be affected and adversely affected by this
19 project. One of those is SR 84, State Route 84, the
20 Tucson - Casa Grande Highway, the former highway, which
21 is actually now the westbound frontage road of I-10.
22 The other... And we can mitigate that basically by
23 collecting information, data collection along that site,
24 measuring and taking careful readings of all the
25 structures that are there, and then go ahead and

1 construct the roadway.

2 Then the other place is on the west side
3 of I-10 in an area over there known as the Stewart
4 Brickyard site, which again, was a cultural resources
5 site and archaeological site. For that one, there may
6 still be deposits there that are beneath the surface
7 that we just couldn't find. So for that one we are
8 proposing to do a testing plan where we go in and
9 actually do some drills and find out what's underneath
10 there. If we do find something, then there may be
11 additional testing required from that point.

12 And in addition, there are some areas that
13 we couldn't survey the first time because we couldn't
14 get permission, so we've got to go back to those.

15 As far as utilities go, Bill, did you talk
16 about the TEP towers? Part of the reason we were
17 considering some of those alternatives that we were
18 looking at is we were really trying desperately to not
19 have to move those TEP transmission lines that are on
20 the east side of I-10. We weren't successful at doing
21 that. So we will, in fact, have to move some of those
22 towers as a part of this project.

23 In addition, the Cortaro Marana Irrigation
24 District has an irrigation ditch that flows between the
25 I-10 and the frontage road. Basically throughout this

1 project area we're proposing putting that in a pipe
2 underneath the roadway.

3 And as far as -- the Department of
4 Transportation Act has a clause in it in Section 4(f)
5 which basically says that you're not allowed to use a
6 park, recreation area, a cultural site, a site that's
7 eligible for the National Register to incorporate that
8 into a transportation project unless you can show there
9 are no prudent or feasible alternatives to doing that.

10 We are really involving two. One is
11 Arthur Pack Regional Park. And for that one what we've
12 done is during the noise study we showed that noise
13 would be increasing to the action level of ADOT on one
14 of the greens. Well, we propose not building a wall
15 there, because we didn't think it was necessary that the
16 golfers would be that bothered by that. And we
17 approached Pima County with that possibility, and they
18 agreed with us. So they've agreed that no wall will be
19 constructed along Arthur Pack.

20 In addition to that though, there is the
21 Santa Cruz River Trail. And if I can ask you to step
22 back just a little bit, because I'm going to shoot this
23 with the laser pointer over there. If you're not
24 familiar with the path, it's going to be running
25 basically down this area right along Continental Ranch

1 down in through here (indicating). And that project has
2 been designed.

3 And, Kevin, what's the status of that
4 right now? Is it under construction? Okay. Under
5 construction right now.

6 There's no way to avoid that park, because
7 it runs right by Twin Peaks. So that is our tie-in
8 point. So as a result, what we're going to
9 have to do -- and I am not going to be able to hold this
10 steady enough to show you that. But anyway, what we are
11 going to do is take the path as it's coming down through
12 here, and we're going to run it out under the bridge and
13 back. So we're diverting actually that path out under
14 the bridge and then back around.

15 What we'll also do though is provide a
16 connection to the bicycle and pedestrian facilities
17 along Twin Peaks so those will be connected. And also
18 you can get off there and go back to Clover and you
19 would be able to cross at Clover.

20 However, what we don't want are people
21 crossing right there at Twin Peaks as traffic is coming
22 off the bridge. So what we are proposing to do there is
23 put a fence along the center of the median to direct
24 people either to go under the bridge or back along the
25 other direction along Clover.

1 As far as where do we go from here:
2 Deadline for comments is December 15th. So please, get
3 your comments in. If you can submit them tonight, that
4 would be best. If you need to take them home, work on
5 them immediately, because I know how that goes when you
6 put them aside and say, I'll get to it later. So please
7 give us your comments immediately.

8 After we address the comments -- and we
9 must address all comments as part of the final
10 environmental assessment that is done -- if we can show
11 in fact that there will be no significant impacts as a
12 result of this project, then in fact we would produce a
13 request for a finding of no significant impact with the
14 Federal Highway Administration and submit that.

15 Assuming that that is approved, then
16 basically final design right-of-way acquisition can
17 start in 2006, just into the new year, with construction
18 beginning in 2007, and completed in about 2009.

19 And with that, Nanette.

20 (Applause.)

21 NANETTE PAGEAU: Scott just did a really
22 nice job of going over the highlights of the EA. But if
23 you are interested in delving further into that EA or
24 have not had an opportunity to look at it before
25 tonight, we have listed up here the locations where you

1 can find that document and peruse it, look through it,
2 take notes, use it to ask your questions that you send
3 to us.

4 If you picked up this gold sheet, that
5 also talks about the locations of that EA. So you can
6 use that.

7 We also have it on the Town of Marana
8 website, and also on the ADOT environmental website. So
9 if you're a computer techy, you can review it there.

10 Again, I think the theme here tonight has
11 been we want to hear from you. We've given you lots and
12 lots of mechanisms with which to tell us your thoughts
13 or ask us your questions. So we very much encourage you
14 to do that.

15 Again, I'll hold up the green sheet and
16 let you know that you can do that. You have until
17 December 15th to mail them in, e-mail us, or by speaking
18 this evening, and asking your questions. Or giving your
19 comments.

20 We also have Florence here, our court
21 reporter, who, if you're not interested in talking in
22 front of everyone, she'll be available after the
23 presentation tonight and she'd be more than happy to
24 take down your comments one on one.

25 I had a lot of people come in to me,

1 people that I remember from our previous public
2 meetings, who said, all I want to know is when is this
3 gonna happen. We want it, we need it. That's an okay
4 comment to make. If you feel that way, it's important
5 that the people who fund these projects and deal with
6 these projects hear that. So don't feel like that
7 that's not a worthy comment. In fact, we'd love to have
8 that comment in our environmental assessment report. So
9 don't leave here without saying that.

10 Okay. What I'd like to do is call our
11 team up here one more time with their little blue
12 cards. A lot of you filled out some questions, some of
13 which may have been answered already tonight. But we'd
14 like to get those answered. Harvey, if we could start
15 with you.

16 I'll ask the team members to read the
17 question and to answer it for you and then we'll switch
18 to the next team member.

19 HARVEY GILL: Thanks, Nanette.

20 This card has three questions on it, so
21 I'll read the entire questions and then I'll go back and
22 answer each individual one.

23 Is the project going to happen? When and
24 how long to construct?

25 Answer to the first question is absolutely

1 yes. When? We are anticipating to start the actual
2 design on the TI first part of 2006. We're anticipating
3 that design time to be approximately eighteen months.
4 The construction time is approximately two years and
5 that would put the completion of the construction about
6 mid year 2009.

7 Next question: When the interchange
8 opens, Camino de Manana will become a major thoroughfare
9 between Dove Mountain/Tangerine and the interchange.
10 Are there any plans to improve Camino de Manana to
11 handle the traffic? We currently have under contract a
12 local consulting firm that's in the process of designing
13 that roadway at this time.

14 Next question: How will this be funded?
15 We have program funded for both ADOT and for the Town of
16 Marana.

17 Next question -- two questions: Is
18 funding fully committed to the project? If not, what
19 is? Second part of that: What is potential for delay?
20 The first part: It is fully funded, as previously
21 mentioned.

22 And I would be remiss and pull wool over
23 your eyes to tell you that there's no potential for
24 delay. With the TI and the complexity and the
25 complication of this particular project, there's a

1 potential for delay. But my challenge and the challenge
2 that I've given to the URS team and to my staff is to
3 try to look forward to see if there are any problems
4 that are going to delay this project, and try to be
5 proactive in stopping those potential delays. Thank
6 you.

7 (Applause.)

8 SCOTT STAPP: I think I'm going to
9 combine these. They're all related to noise, as I kind
10 of expected they would be.

11 The first one is: Will the sound walls be
12 raised along the Sunflower community to reduce the noise
13 from the increased traffic?

14 UNIDENTIFIED SPEAKER: Can you speak
15 louder?

16 SCOTT STAPP: Yes. And my wife tells me
17 that all the time. The question is: Will the sound
18 walls be raised along the Sunflower community to reduce
19 the noise from the increased traffic? And I think I
20 described that based on the modeling that we've done,
21 even with the increased traffic 20 years out that the
22 6 1/2 foot tall noise walls along the existing roadway
23 do an adequate job in protecting the residents from
24 noise. So there is no plans in that area to increase
25 wall heights.

1 For the residents with property backed up
2 to Twin Peaks, will there be an increase in the height
3 of the walls? Again, with the exception of that very
4 limited area where they only have a 4 1/2 foot wall, the
5 answer is no. In that area, yes.

6 Will they use rubberized asphalt to
7 decrease noise? It almost looks like they knew what I
8 was going to say. As a matter of fact, yes, the Town of
9 Marana is committed to doing that.

10 Will there be landscaping? There will be
11 landscaping as a part of the project, but landscaping is
12 not an effective noise reduction mechanism. Really to
13 get any kind of a meaningful reduction, which is usually
14 considered about 3 decibels of noise reduction, you have
15 to have, like, a hundred feet of solid vegetation to
16 actually get any kind of reduction. And that is not
17 only at kind of canopy level, but it also has to be down
18 at the ground level as well. So you don't get those
19 conditions very often, especially in Arizona.

20 Will there be a use of speed bumps on
21 streets leading to Twin Peaks to reduce the speed of
22 shortcut users? Right at this point in time we're not
23 proposing any changes to any of the adjacent streets,
24 but what we'll be doing is we'll be monitoring that
25 throughout the course of the project, and if some need

1 is identified, then we can address it at that point in
2 time.

3 And then I think that pretty well does
4 that.

5 The other question is: What is the
6 process to get it done and when will it be completed? I
7 think that's been addressed up to this point. So unless
8 there are additional questions, I won't go into that one
9 again.

10 Then the last one is: How does the
11 alternative address the biological corridor? In other
12 words, wildlife issues linking the Northern Tucson
13 Mountains to the Tortolita fan? The science team of the
14 Sonoran Desert Conservation Plan, as well as other
15 bioregional planning efforts have much to contribute,
16 especially concerning the underpass south of Avra Valley
17 and some of the large washes.

18 We're providing in a number of cases
19 connectivity across. For example, Linda Vista right
20 now, any wildlife that wants to cross is going to have
21 to go over the top of the roadway. Some of the culverts
22 that will be installed as a part of that project will
23 allow some wildlife to cross underneath the roads and
24 some of the other structures will be increased in size
25 to where wildlife would be able to pass.

1 As far as going from east to west across
2 I-10 and using the Avra Valley underpass right now,
3 that's kind of -- that's outside of our project area.
4 But ADOT is participating in studies with Federal
5 Highway, with some of the local science teams as a part
6 of the conservation plan to look at how to improve
7 wildlife corridors not only here but state-wide.

8 BILL DEHN: I had three questions that
9 were brought to me. Question number one is: During the
10 resurfacing of the Twin Peaks Road with rubberized
11 asphalt will residents of Country Homes north side be
12 guaranteed entry/exit on either Palm Canyon or Clover
13 Way? I'm not familiar exactly where those cross roads
14 are within Continental Ranch, but the milling and
15 resurfacing portion of this job will only mill off 2 1/2
16 inches. So there should be no limits on any of the
17 access in and out.

18 So what they do is a contractor comes in
19 with a grinding machine, mills down a couple inches and
20 just comes back in and repaves it. So there will be a
21 surface there to drive on and there would be no reason
22 to close any of the entrances along Twin Peaks Road.

23 UNIDENTIFIED SPEAKER: May I make a
24 correction? It's Coventry Homes. That's not my
25 question, but it's not Country Homes, it's Coventry.

1 BILL DEHN: Oh, I'm sorry. Coventry
2 Homes. I'm sorry.

3 UNIDENTIFIED SPEAKER: It must be
4 handwriting.

5 BILL DEHN: Or poor eyes. Thank you.

6 Next question is: Where road extends
7 across the channel -- assuming they're talking about the
8 Santa Cruz River -- low flow channel, how will that be
9 constructed? The plan at this point is for us to come
10 out of Continental Ranch, across the river, to build a
11 portion of the crossing on embankment, which is dirt --
12 so there will be a pavement surface on dirt -- and then
13 it will go onto a bridge. And the bridge will then span
14 the low flow channel and portions of the high flow
15 channel. So it will be -- when they say, how will that
16 be constructed, what we anticipate is a contractor will
17 usually go in there with a type of a boring machine,
18 like an auger, and they'll do what we call a drill
19 shaft. They'll drill a hole, fill it with concrete and
20 reenforcing steel and that is then brought up and
21 supports the bridge. So I think that answers that.

22 How will you coordinate with path? I
23 think Scott described that, that the path will bow out
24 from the west bank of the Santa Cruz River and go
25 underneath the bridge so that we won't have any

1 conflicts with pedestrians and traffic on Twin Peaks,
2 which was a concern of the project.

3 Next question was: How will railroad
4 traffic be handled? And the second portion of that is:
5 It should be an underpass like exit on Orange Grove.
6 Well, we kind of went through that in the presentation.
7 Our studies have shown that we're better off doing the
8 overpass, and it's really for a variety of reasons. We
9 have a lot of disadvantages associated with an
10 underpass. We would have to temporarily relocate the
11 railroad, because we can't build a bridge under the
12 railroad while the railroad is running. So we would
13 have to do what we call a shoefly, to relocate the
14 railroad.

15 We'd also have to relocate petroleum
16 lines. There are some high pressure petroleum lines
17 there in the railroad right-of-way, as well as
18 fiberoptics which are very expensive to do relocations
19 of.

20 There's groundwater issues. We're so
21 close to the river there, we have groundwater. And I
22 think we talked earlier about we'd have to put in a pump
23 station like at Orange Grove. And we all know that that
24 has had its problems. Another item of note is that the
25 pump station at Orange Grove is really smaller than what

1 this would have to be because at Orange Grove, as you
2 come out of the underpass and you head up toward I-10,
3 I-10 is really elevated through there. And we would
4 have a hard time accommodating that configuration. We'd
5 also have to put lighting in under the underpass.

6 It's also not compatible with future I-10.
7 In the future I-10 is going to shift I think about 15 or
8 20 feet to the west. Well, you know, the compatibility
9 is that if we build a bridge over, we can put the pier
10 for the bridge in the center of the future I-10. If we
11 build bridges on I-10 to go over the underpass, then we
12 would have to build those in that location, which means
13 we'd have to take on a significant realignment of I-10
14 to make that work. And so those are the disadvantages
15 and the reasons why we selected.

16 There are some advantages with an
17 underpass. We recognize that we wouldn't have to do any
18 relocation of Tucson Electric Power transmission lines
19 and that visually it would be not as obtrusive there
20 with an underpass. However, that would only be at the
21 traffic interchange. We'd still have to take the bridge
22 over the Santa Cruz River.

23 And then with an underpass, again, we
24 would probably have some lower noise levels there at
25 I-10. But all the properties out at I-10 are generally

1 commercial. So that wasn't felt to be a significant
2 advantage.

3 And those are the three that I had. Dave,
4 have you got any?

5 DAVE PERKINS: Okay. I will be
6 addressing traffic and safety questions submitted
7 tonight. The first question is: Where will traffic
8 signal lights be located? As mentioned in the
9 presentation, there will be six traffic signals located
10 on the project. If I could direct you, I'll go from
11 east to west. We've identified a need for a traffic
12 signal at the intersection of Camino de Manana and Linda
13 Vista, a traffic signal at the frontage road on the east
14 side of the freeway, a traffic signal at the west side
15 frontage road, traffic signal at the access road. And
16 then off the project, there will be -- we've identified
17 a need for a traffic signal at Twin Peaks and Coachline,
18 and Twin Peaks and Silverbell.

19 The next question is: How will the
20 traffic interchange impact Camino de Manana? Camino de
21 Manana is right there (indicating). The interchange
22 will impact this. Camino de Manana will connect
23 directly to the interchange and to the interstate via
24 Twin Peaks here, and tie to the interchange. Twin Peaks
25 and the extension of Camino de Manana will go over the

1 railroad and over the freeway, as already mentioned.

2 Our project will take Camino de Manana
3 just through this intersection, and another project that
4 Harvey mentioned will be coming from Dove Mountain and
5 tie to it in this area. Right now it's looking like
6 it's going to be a four-lane divided highway -- roadway,
7 to be determined.

8 Had two questions on the school. The
9 increased traffic here in front of the school. What's
10 being done to accommodate that and ensure the safety of
11 the kids? Through the study process, we've worked
12 continuously with the school district, Marana Unified
13 School District, and Twin Peaks Elementary School. We
14 actually attempted to get some funding. We've
15 identified improvements that would improve access, both
16 along Twin Peaks after the interchange was built, and
17 also access around the school.

18 The situation that will exist here after
19 the interchange is open will be very similar to Coyote
20 Trails on Silverbell. It will be the same types of
21 traffic volumes, a four-lane divided. It will be very
22 similar to that situation.

23 The Town of Marana is committed to working
24 with the school district and the school to make sure
25 that things work right and that the kids are safely

1 accommodated to and from school.

2 (Question from unidentified speaker in
3 audience inaudible to reporter.)

4 DAVE PERKINS: Many of those will be
5 determined during the design process. For example,
6 we've identified a need here. And as that goes forward
7 in design, to improve access along Twin Peaks Road.
8 Right now, the kids are -- we need to accommodate them
9 on both sides of the road. And these are types of
10 things that we've identified with the school district
11 and with the elementary school. There are other things
12 that we'll work with them. The school district is very
13 experienced in dealing with these. We'll work with them
14 and make sure we do what needs to be done.

15 There are two questions on traffic, speed
16 limits on Twin Peaks, here. The speed limit today is
17 35. We have not recommended a change to that speed
18 limit along this after the interchange has opened.

19 Next question: What is the estimated
20 increase in traffic volume on Twin Peaks near
21 Silverbell? Today, the traffic volume is very low. The
22 traffic volume is less than 10,000 vehicles a day. It
23 decreases as you move east from Silverbell. Once you
24 get past the school and Coachline, it gets very, very
25 low in terms of volume. The volumes that we've

1 projected following the opening, and what we've designed
2 the road for, is about 20 to 25 thousand vehicles a
3 day. That's about the traffic volume that you have on
4 Silverbell today, you know, for a comparison. A
5 four-lane divided roadway, four-lane divided roadway, 20
6 to 25 thousand vehicles a day.

7 Now, the next questions are actually off
8 the project, but I'll attempt to answer those anyhow.
9 The questions had to do with building the road through
10 Rattlesnake Pass from the Saguaro Springs Development.
11 Chatting with the Town of Marana folks: Currently they
12 are working with the developer of Saguaro Springs to
13 identify what needs to happen to the roadway from
14 Saguaro Springs through the pass, to the intersection of
15 Silverbell.

16 Another question was: They assume that a
17 signal will go in at Silverbell and Twin Peaks. What
18 about the intersection immediately to the north? That
19 is part of the Town of Marana's dealings with the
20 developer to determine what needs to be done, how that
21 needs to be improved for safety and traffic operations.
22 That is not a part of this project, by the way.

23 Okay. The next question: How will this
24 affect traffic in front of Mountain View High School?
25 Will speed limits be kept at 25/35 miles an hour down by

1 the high school? The traffic volumes will increase down
2 by the high school as a result of this, but not
3 significantly so. Today traffic volumes are probably in
4 the neighborhood of 8,000 vehicles. 7 to 8 thousand
5 vehicles a day. We project over the next 20 years that
6 that would increase to 10,000 vehicles a day. So there
7 will be an increase, not a significant increase. We are
8 not recommending any changes on Linda Vista in speed
9 limits.

10 And the final question I just got and I
11 haven't even had a chance to read. Bear with me,
12 please.

13 MELISSA MAIEFSKI: While you're doing
14 that, I'll give you one more.

15 DAVE PERKINS: Oh, boy.

16 What study was done regarding the relief
17 of Cortaro Road? And what was the result of that
18 study? I would say one of the -- I would answer this
19 question: There was not a specific study done on the
20 amount of relief that would be given to Cortaro Road.
21 However, I would say that is probably one of the top
22 three reasons that this improvement is needed. It's the
23 congestion that we're experiencing today. I know
24 getting here today I went through it, as probably some
25 of you went through it. This particular project will be

1 a significant relief on traffic volumes at Cortaro and
2 at the interchange area.

3 The last question is: What is the
4 estimated heavy vehicle truck traffic increase on Twin
5 Peaks? Today there's not a lot of truck traffic.
6 Okay? Most of the truck traffic to and from Safeway and
7 Walgreens are generally via Silverbell Road. Truck
8 traffic along this will increase. It will be more
9 convenient for the truck traffic to get to Safeway and
10 Walgreens from the interchange. From the new
11 interchange. There will be a normal increase in truck
12 traffic. We have not estimated what the truck traffic
13 would be, but it would be what's necessary to
14 accommodate the businesses along the corridor.

15 SCOTT STAPP: Okay. One more I guess
16 for me and then one more for Bill after I finish.

17 The question is -- and it started out with
18 a statement. I have been very frustrated to hear that
19 the project was on the fast track and then find that the
20 EA took almost about a year longer than what was
21 projected. Why did it take so much longer than
22 expected? And the answer to that is it's been in --
23 it's been basically -- the EA has been in review and the
24 approval process now for a little over a year. And
25 basically the NEPA process sometimes takes a long time.

1 Now, the other part to that question
2 though is: How can you minimize any future delays? The
3 advantage is that we've also had time to talk a lot with
4 a lot of the permitting agencies, the resource agencies
5 as a part of this project. We're not done with the
6 environmental process yet. Because, as I mentioned, we
7 still have to get permits from the Corps of Engineers to
8 construct the bridge and those types of things.
9 However, they have been involved with this project now
10 for a long time and they are fully aware of what's
11 coming, they're fully aware of how we intend to approach
12 that, and hopefully that will make that permitting end
13 of the process much quicker. And I think Harvey said
14 that earlier. Can we promise no additional delays will
15 occur? No. But we are basically going to do our best
16 to see that that doesn't happen.

17 BILL DEHN: Followup on that is: Is
18 there any plan to widen Linda Vista? With this project,
19 alls we'll be doing is to -- we will be providing the
20 intersection there at Camino de Manana and a turn lane
21 and then it will taper back to a two-lane roadway on
22 Linda Vista. And at this point that's all that the
23 traffic report has justified as a need along Linda
24 Vista. The traffic will increase, but I'm not aware of
25 any plans. That road I believe is a county facility,

1 and so that would probably be a question for Pima
2 County, whether Pima County has any plans to widen that
3 roadway. But I'm not aware of any in our coordination
4 with Pima County, of any plans at this point to widen
5 Linda Vista.

6 NANETTE PAGEAU: Thank you very much.
7 That covers our questions on the blue cards. And now
8 it's time for our point in time when the public can
9 address the audience, the team, the town, and our court
10 reporter. And we have one person who has signed up at
11 this point, and that is Mina Goldberg.

12 MINA GOLDBERG: Thank you.

13 NANETTE PAGEAU: I'm going to ask you to
14 speak into this if you could.

15 MINA GOLDBERG: Mina Goldberg. I believe
16 that the project needs to include a noise wall
17 immediately adjacent to the western side of the northern
18 access road so as to prevent noise from that road
19 impinging greatly on the residences situated on the east
20 side of Continental Ranch north of Twin Peaks Road.
21 Such a noise wall should be immediately adjacent to the
22 access road and not adjacent to the residences
23 themselves.

24 The feasibility study, in appendix B,
25 projects that these twenty-plus residences will

1 experience noise increases of 13 to 16 decibels. That
2 is a very significant increase. Moreover, Table 4-7
3 does not show the high measurement readings for noise
4 behind those residences -- the only measurement shown in
5 the table in that general area having been done west of
6 Sunflower Ridge Road and showing a highest reading at 63
7 decibels, just short of a level that could require
8 remediation. The high reading in my own measuring at my
9 home shows decibels in the low 60s for ordinary truck
10 traffic and higher readings when a train passes.
11 Further, since the time the study measurements were
12 made, two lanes have been added to the I-10 to
13 accommodate increases in traffic there.

14 Lastly, truck usage of the access road
15 will be significant and noisy, will include trucks
16 transporting gravel and cement and will likely involve
17 shifting of gears which, of course, adds to noise. The
18 study considered putting a very high wall next to the
19 residences, which is a very bad idea. To repeat, a
20 moderate height wall next to the access road -- just on
21 the one side of that road -- would accomplish what is
22 needed to protect residents from access road noise
23 without impairing the visual aspects of their location.
24 Bicyclists and pedestrians on the shared use path would
25 likewise benefit. I urge you to add this feature to

1 your proposal for this needed project.

2 (Applause.)

3 NANETTE PAGEAU: Thank you. Thank you,
4 Ms. Goldberg.

5 Are there any other individuals in the
6 room who would like to address the group? Are you
7 sure?

8 UNIDENTIFIED SPEAKER: I don't want to
9 address the group, but I would like to ask for an
10 expansion on one of the questions.

11 NANETTE PAGEAU: Certainly.

12 UNIDENTIFIED SPEAKER: It seemed to me --
13 I attended the Sunflower meeting and it seemed to me
14 that the long pole in the tent that wasn't being
15 addressed by this project was going to be Twin Peaks
16 Road on through Rattlesnake Pass. You've got four lanes
17 of Silverbell stopping at the Silverbell/Twin Peaks
18 intersection, now you're going to have the I-10 traffic
19 stopping, four lanes stopping there. And now you go two
20 lanes over Rattlesnake Pass. So I stopped by and
21 discussed with our wonderful California developers in
22 Saguaro Springs to see what their plan was. And they
23 say we are going to take -- we can build a four-lane
24 from Sandario Road on through to Silverbell.

25 The problem we've got is an environmental

1 problem in Rattlesnake Pass itself. So we can go four
2 lanes up to there, then we've got to jump to the other
3 side to complete into Silverbell because of an owl
4 habitat problem. And they said that is a city problem.
5 So I can see that languishing forever. And I'm just
6 wondering what we're planning to do about that.

7 NANETTE PAGEAU: Sir, could you please
8 give us your name so we can --

9 MIKE REUWSAAT: Bill. I know Bill.

10 NANETTE PAGEAU: But Florence needs it.

11 MIKE REUWSAAT: Bill is a very good guy.

12 COURT REPORTER: His last name?

13 MIKE REUWSAAT: Ohl, O-h-l. Hi, Bill.

14 The town recently entered into a
15 development agreement with Empire Development, the
16 company that's developing Saguaro Springs. One of the
17 conditions of that development agreement is that they
18 will plan and design a four-lane all the way over to the
19 Safeway. It will be a coordinated project between the
20 town and the county because the town's limits go up
21 basically to the pass and the county then is over the
22 pass.

23 We've had discussions already with U.S.
24 Fish and Wildlife, with Scott Richardson, about how are
25 we going to do this environmentally friendly and stuff.

1 There will be some issues, but we are going to tackle
2 that.

3 The next tool that we have with the
4 developer there is we are going to form what's called a
5 Communities Facilities District to finance it and then
6 that project will be responsible for roughly about
7 \$8 million for the construction of Twin Peaks Road to
8 the Safeway. So we've got more than a substantial,
9 probably double, from the developer there, to make that
10 roadway work all the way to the Safeway.

11 It will come with some environmental
12 challenges, but we're up to it. Thank you.

13 NANETTE PAGEAU: Do we have any other
14 comments? Okay. I want to, on behalf of the team and
15 the town and the Arizona Department of Transportation,
16 and Federal Highway Administration, I'd like to thank
17 you all for taking your evening to be here with us this
18 evening.

19 Again, let me reiterate that Florence is
20 up here. She's lonely. She'd love to hear from you and
21 get your comments. You just need to share your name
22 with her so she can make them official.

23 And our team is prepared to stay here and
24 answer any questions that you have. And we have a team
25 on either side of the room. And please enjoy cookies

1 and water. And thank you. Have a happy holiday.

2 MIKE REUWSAAT: I do want to say one last
3 thing. With staff that is here, would you raise your
4 hands. Town staff. These are great people. If you
5 have a chance, meet them. You'll be seeing them out
6 here.

7 (Public Hearing closed at 8:18 p.m.)

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1 STATEMENTS SUBMITTED TO COURT REPORTER IMMEDIATELY
2 FOLLOWING CONCLUSION OF PUBLIC HEARING
3 (8:18 p.m. to 8:30 p.m.)
4

5 STATEMENT BY BUZZ BROOKS, 9325 NORTH SUNFLOWER BLOSSOM
6 PLACE, TUCSON, ARIZONA 85743:
7

8 My comment is I would like to see the Town
9 of Marana negotiate with Waste Management to make sure
10 that none of their large trailer trucks come up
11 Silverbell all the way and use the new interchange,
12 dropping trash along the way, to get onto the highway
13 to go north up to Phoenix. I think it's important to do
14 that or else we're going to have these silver trash
15 trucks all the time just going through.

16 By the way, you can add on to the end of
17 that that I think the interchange is necessary.

18 (Record closed at 8:30 p.m.)
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